



DFW

Commissioner of Patents  
Alexandria, Va. 22313

Application No. 10/ 705, 529

Examiner : Dinh  
Art Unit : 3644

In response to the Office action of 8/ 7/ 07 :

Sir,

please amend the specification as follows :

pag. 3, line 2 : cancel ( not shown ).

Claim 29, line 3 : substitute rotatable for rotatable.

Claim 32 : line 2 : substitute clearanc for clearance.

At the end of the specification, pag, 7, please add : Because the spar is stationary, as fixed to the fuselage f, the engine inside the fuselage, through the power transmission means ( the sprocket ) S at the fuselage edge F rotates only the wing sheets a, Fig. 1, 4, of the wing panel close to the fuselage f. at their root.

The fuselage is not the frame : in my US Pat. 4577815 the frame is the wing shhets,, the transverse ribs fixed to the spar, and the spar. These three elements are a unit that forms the wing structural strenght.

In the present application, the parts constituting the wing are longitudinally extending wing sheets a, Fig. 1, 4 linked at their edges to form a box-like structure, the spar e, and a plurality of bearing. The spanwise ribs m, Fig. 1, 4 driving the wing sheet a are not part of the frame, being not fixed to the spar e and not rotated by the spar, do not bring any contribution to the wing structural strenght because they rotate relatively to the spar.

In the proximity ofthe fuselage edge F, Fig. 1, 4,the spar e has no curvature, and is not deviating from its axis E-E, so this axis is the axis